

Submitter: Christopher Smith

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure: HB2571

As a member of the Portland Planning and Sustainability Commission I had the opportunity to work on updating Portland's Transportation System Plan and serve on the steering committee for Portland's most recent Bicycle Master Plan. Managing congestion, climate and mobility on Portland's street system while accommodating planned growth depends on achieving a 25% bicycle mode share. eBikes can be a key tool to do this.

I've been privileged to own and use a \$4,000 eBike for four years now, and it has become my principal means of transportation. I'm also observing the many folks who cycle for transportation purposes have "gone electric". While my privilege allowed me to afford this bike, there are many who could benefit from eBikes who cannot afford a quality model. This legislation would go a long way to remedying that.

There are also studies (<https://ggwash.org/view/88025/analysis-e-bike-subsidies-are-more-cost-effective-than-ev-subsidies>) that suggest that subsidies for eBikes are dollar-for-dollar much more effective than subsidies for electric cars at reducing greenhouse gas emissions and driving shift to electric mobility.

Please pass this much needed legislation.